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[a1034]

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[a24]

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Hongkong, 3rd July, 1907. [a156]

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No. 1	510 ft.	77 ft.	26 ft.
No. 2	550 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

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The Floating Dredger, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION [a319]



## SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday. Mr. D. W. Trautman (President) occupied the chair, and there were also present: Hon. Mr. W. Chatham, C.M.G. (Vice-President), Col. Irwin, Messrs. W. L. Carter, F. B. L. Bowley, Ng Hon Tsz, Chan Kai Ming, Dr. Clark (Principal Medical Officer), and Dr. Pearce (Medical Officer of Health).

Dr. Clark acted as Secretary in the absence of Mr. Bowen Rowlands.

**POKFULAM CATCHMENT AREA.**  
A letter was read from the Government, as follows:—"Sir, I am directed to acknowledge the receipt of your letter of the 7th November, transmitting a resolution adopted at a meeting of the Board, held on the 6th of November, and in reply to state that the Government have every confidence that the Director of Public Works, who is also the Water Authority, will so control the issue of permits to take building material and turf from the Pokfulam catchment area that a pollution of the water supply drawn from the Pokfulam Reservoir will not occur. In the circumstance the Government do not consider it necessary that applications for such permits should be referred to the Governor-in-Council."

Mr. Bowley minuted—I suggest that the Government be asked to inform the Board when any new permit is issued and when any old permit is renewed, giving particulars of locality and conditions, so that members may have an opportunity of inspection.

Dr. Fitzwilliams minuted—The Hon. Director of Public Works states that he is unable to see how the issue of such permits can endanger the supply (p. 7-12), and (this after the last sentence of the Head of the Sanitary Department's minute of 30-8-12, and my minute of 19-8-12, results in an official letter of confidence of 18-12-12 and a statement of His Excellency positively declaring that the danger is infinitesimal (5-9-12). It must therefore be my duty to record my disagreement.

Mr. Bowley said the letter from Government states that the Government had every confidence that the Director of Public Works, who was also the Water Authority, would so control the issue of permits that pollution would not occur. He thought the Board would rather put it that because the Water Authority was also Director of Public Works the Board had not the same confidence in the combined official as the Government, judging from the way in which this gentleman combining in one person the offices of Director of Public Works, Building Authority and Water Authority, issued the permits for the taking of building material and the depositing of rubbish within the Pokfulam catchment area. He thought the Board would agree that if this official were the Water Authority only he would certainly not issue any of these permits, and that it was the fact of his holding the position of Director of Public Works and Building Authority which led him to go against what he could imagine would be his judgment were he solely the Water Authority. It was all very well for the Government to say that the risk of contamination was infinitesimal, but if it was possible to avoid all risk altogether why should it be incurred unnecessarily. It was suggested in some minutes attached to those papers that because the London water supply was drawn from areas which were liable to pollution, therefore the Hongkong supply might be drawn from areas liable to pollution. That argument, he thought, would not appeal to the Board. The London water supply was drawn largely from the Thames Valley, which was liable to pollution. It was almost impossible to prevent pollution in the Thames Valley, because that valley contained a large number of towns and villages, and its area was enormous compared with the Pokfulam valley. The Thames Valley was not crown land and was not under the control of the London Water Board, and therefore the London Water Board had to do the best it could in the circumstances with the materials at its disposal. It was necessary at present for Hongkong to obtain water from the Pokfulam valley, but that area was a very small one comparatively, containing no towns nor villages. It was exclusively crown land and the Government had absolute power over the greater part of it. The Government might by diverting a highway close the whole valley to the public. Therefore, it seemed to him that the comparison between the Thames Valley and the Pokfulam valley failed. There was the further set of circumstances that the water supply from the Thames Valley was subject to the most elaborate precautions by way of precipitation, aeration, storage, and filtration, and it was also examined frequently by leading experts chemically and bacteriologically. Pokfulam water supply had been proved insufficient as to length of time for storage and filtration, and the bacteriological and chemical analyses of the Pokfulam water supply which were circulated to the Board

showed almost invariably that the water was inferior to Tytam, and that Tytam was inferior to the Kowloon supply. The bacteriological examinations which used to take place had apparently been discontinued, or else the reports of the Bacteriologist were withheld from the Board. The risk of contamination was greater in a tropical country than in a temperate country like London, and the tropical country could not afford to run unnecessary risks. He proceeded to argue that there would be no great hardship and no great inconvenience by prohibiting building material to be taken from there or allowing rubbish to be deposited there, and said there were other areas which could be used for these purposes. No one had any right to complain if those permits were withdrawn, and the only inconvenience that would result if the permits were not issued was that contractors would have to go elsewhere. There was not much danger of building material being taken surreptitiously, as in ordinary weather the whole of Pokfulam was exposed to view from numerous roads. There was the police station at the head of the valley, there was another further down, two land officers had their houses overlooking the Valley, the principal land surveyor lived in a house which overlooked it, and the Deputy Building Authority also. Coolies did not usually carry away building material or red earth in the night time, and now that the Peak burglar was more or less safely confined within the limits of Victoria Gaoi the Peak policeman might enjoy his well-earned night's rest and be able to see during the day time whether coolies were trespassing in the Valley and removing earth and stone. Of course it was possible that the Peak burglar might be able to pick his way through an eighteen inch wall under the supervision of the Water Authority in one of his capacities, but until he did that, it seemed to him that the police, the Public Works Department, and the Water Authority should be able to see that no surreptitious use of the Valley was made. He then proposed the following resolution:—"That this Board desires to place on record its dissent from the policy of the Government in sanctioning the issue of unnecessary permits which increase the risk of contamination of the Pokfulam water supply."

Mr. Carter seconded, in the absence of Dr. Fitzwilliams who had intended seconding the resolution. Some years ago a number of soldiers encamped without permission in the catchment area and were promptly ejected. If he applied for permission to encamp within the Pokfulam area would that permission be granted? It seemed to him that the two things were the same. It reminded him of a certain officer who declared that there were two kinds of sense—Common sense and Royal Engineers' sense. It appeared to him that the sense of the Public Works Department was like R.E. sense.

Hon. Mr. CHATHAM said he did not think he could add a great deal to what he had already said on the subject which had been before the Board over and over again. He refuted Mr. Bowley's statements that material could be obtained and rubbish deposited in areas beyond the catchment area at slightly less expense. Proceeding, he said they had to deal with a place as it existed. No one would advocate building in a drainage area whilst it was being used as a source of a water supply, but the fact remained that this area had been built over to a considerable extent and it would mean considerable expense and great hardship to resume that area and restore it to its original condition. When he came to Hongkong many years ago the Peak Hotel and the Mount Austin Hotel were in course of erection, heaps of coolies were at work there, and immense quantities of earth and other material were being deposited within the drainage area. If the condition of affairs then existing were contrasted with those obtaining today it would be seen that any disturbance which took place was infinitely less. He was not aware that any member of the Board could point to any epidemic that had resulted from the use of the Pokfulam water supply. Mr. Bowley stated that it was relatively less pure than Tytam or Kowloon, but the fact remained that it was a water supply of great purity. He did not think it was necessary to reply to the question of Mr. Carter. The suggestion which it contained was rather foolish.

Colonel Irwin took it that the Sanitary Board was the Sanitary advisers of the Government. They had sent resolution after resolution on this subject calling the attention of the Government to what they believed—and some of them had spent their lives in the study of sanitary science—to be a real danger, but the resolutions had not been met, and he thought they ought to support that resolution as a last resort. Analysis showed that that water was pure, but it was a water which was liable to contamination. It was their duty to point out that danger, and on the Government would lie the onus whether they accepted their advice or not.

Mr. Bowley added that Dr. Fitzwilliams was thoroughly in accord with the resolution and indeed wished to make the terms very much stronger.

The resolution was carried.  
**PROTECTING THE WATER SUPPLY.**  
The following letter, dated 26th November, from the Government was read:—"Sir, I am directed to acknowledge the receipt of your letter of the 20th inst., forwarding a resolution passed by the Board at a meeting on the 16th inst. on the subject of the protection of the purity of the water supply."

## LI HUNG CHANG'S DIARY.

## ON GORDON AND THE REBELLION.

[FROM THE LONDON "OBSERVER".]

Writing while the guest of the German Government, Li Hung Chang refers at length once more to General Gordon, the English commander of the "Ever-Victorious Army," which he employed so successfully in putting down the Taiping rebellion in 1863.

"The English will want to know just what caused the trouble between General Gordon and myself, and I will have to tell them that I was not at all jealous of him, as has been charged so many times. Why should I be? He was directly under my orders, and nothing pleased me better than to see him win so many battles with the 'Ever-Victorious Army' and drive the Wangs [leaders of the Taipings] into Soochow."

"Gordon was not over-anxious for the end of the rebellion, and I knew that he had secretly memorialised the Throne to make him General-in-Chief of all the armies of China, including those of the different viceroys. He did not know that no person had power to grant him such unlimited authority, and his foreign pride made him think he was above myself in power. He made mistakes, and many of them, but I overlooked them all, thinking only of the great good he had rendered the country."

"His final mistake, however, I could not overlook, and my memorial to the Throne was the cause of his dismissal forever from the service of China."

"A 'GRIEVOUS MISTAKE.'"  
"This grievous mistake of his was the accusation that I had treacherously caused the murder of the Wangs upon my own charge. The very truth of this matter is here written for the second time; the first time was in my report to the Grand Council at the Northern Capital, made in the year 1869, just before I myself took the field against the Shantung rebels."

"General Mow Wang told the other Wangs at Soochow that he would not surrender to the Imperial forces, but would continue fighting for ten years. He was killed upon this statement, and Chung Wang sent word to me that he intended to surrender. I immediately informed my own lieutenant, General Ching, and Chung Wang and eight other generals, with their men, surrendered. We were most friendly disposed when the fighting was all over, and it was myself who proposed that we have a feast in celebration. To this Chung Wang, Lah Wang and General Ching happily assented, and soon the banquet was set on board my private boat."

"In the meantime General Gordon, who thought he had not been accorded full glory for the complete surrender of the Taipings, moved the 'Ever-Victorious Army' away from Soochow to his old headquarters at Quinsan. This was against my orders, and also against the counsel of General Ching, but Gordon claimed there was a large amount of pay due him and his men. This was true, but it was also true that he had not been promised and should not have expected pay until the Soochow army had surrendered. He was feeling ill and was waiting for replies to his memorials sent to the Throne. His last memorial, as I knew through See Lung H'en, who wrote it, was very much against me."

"The end of the banquet."  
"When the banquet was set and we were in the midst of our joyousness report was brought me that two large boats had pulled out from the shore and were coming directly to my boat. I went to the near side and looked. It was about the hour of the cock (7 p.m.), and I could not discern plainly, but it seemed to me as if Gordon himself captained one of the boats."

"I went back to the feast and told the Wangs I believed Gordon was coming. Ching turned very white and whispered to me that he was afraid of what he did not say; but before we—Ching, Lah Wang and myself—had time to reach that end of the boat which was pointed to the shore, Imperial officers and soldiers clambered aboard from both sides and began cutting everyone they met. They killed Lah Wang by my side, and one fellow stabbed General Ching, but only slightly. An officer was coming toward me with his sword, but he fell to his knees when I raised my hand."

"Ching, Lu Kien, Tu-Kiang, General Tung and myself all surrendered in getting into one of the soldier boats, and the polemen pushed us to the shore. Immediately I issued orders to all the troops in the city to make an attempt to capture those of the attacking party, but the feeling against the Wangs was so strong that I think but little attempt was made to carry out my orders. That night I learned that all the members of the banquet party remaining aboard were decapitated and their bodies thrown into the river. Among these were a deep personal friend whom I loved very much, and a young nephew of mine from Wu-Sai."

"I will have Fen Loh (his English secretary) make a translation of this and a number of copies, and if I am asked anything about this in England this true statement will be the answer."

"FORGOTTEN."  
Evidently the Viceroy was not questioning regarding the Wang massacre by his English retainers, for this line appears among his notes made two weeks later on board the Atlantic liner.

"Only Gladstone mentioned Gordon to me in England. I guess most people have forgotten him."

**GORDON AND THE REBEL KINGS.**  
(By A. ECKMONT HAKE, Author of "The Story of Chinese Gordon.")

It would be too generous to suggest that Li Hung Chang, in retelling in his "Diary" 30 years later the story of the part he played in the murder of the Wangs, or rebel kings, was the victim of an incipient senility; for no man's wrongdoing could have been more forcibly driven home to him than the treachery of which he was proved guilty. Fortunately, the honour of England and of her pro-consuls of those days, was jealously safeguarded by representatives

who gave no quarter to those who dared to tarnish it, and it is inconceivable that the storm of indignation and scorn, official and private, that raged around the Chinese satrap's head at the time could have been forgotten by him, or that the memory of its cause could have been blurred even by the conspicuous triumphs and failures of his crowded career.

The whole affair is simple enough, even though it be briefly told. Thanks to the rapid movements and strategic skill displayed by Gordon along the network of waterways of the Yangtze river, his little band of 3,000 men—the Ever Victorious Army—had compassed wellnigh a score of victories in the span of a few months, scattering the rebels in all directions, causing a minimum of death among the enemy and inflicting but small injury upon the pastoral populations of these backward regions. In the course of that memorable campaign, capture soon became the order of the day, and so impressed was the enemy with the spirit of mercy to the fallen shown by the British Commander that capture was soon to be replaced by surrender and even voluntary adherence.

Though the resistance had been stubborn, notably among the Wangs and the Tiench Wangs, or minor chiefs, and the peril constant and great, the unique spectacle of a great alien captain, unarmed, leading his men with one hand, and holding their shoulders with the other, his other waving a cane or "magic wand," to point the way, amidst the shower of shot, stinkpots, and shell, had produced an immeasurable spirit of superstitions awe among the foe.

The fall of Soochow, the key to final triumph, was imminent. With its capture the backbone of the great rebellion would be broken. A Venice, rearing its strength in the midst of fresh water canals, and guarded by huge ditches and almost impassable moats, its impregnable aspect might well have baffled the courage and ingenuity of the bravest and most adroit captain to snatch that stronghold from the rebels with little or no slaughter, to end the great conflict and restore peace to the innocent victims of a horde of pseudo-Christian marauders—such was the policy of Gordon as he approached and parleyed with the self-styled rebel kings.

With that quick and sure insight of his, he had picked out the most promising and sane of that insensate gang, one Nar Wang, whom he mentions in a hurried letter home as a "very good Wang, and very far superior to any of the Imperialists I have met," and in November, 1863, accompanied by General Ching, Li Hung Chang's Imperialist lieutenant and representative, a compact was made with the chief Wangs and thirty-five Tiench Wangs that on their agreeing to submission their lives would be spared.

With this understanding Gordon entered Soochow some days later alone, to find the city in a state of tumult and confusion. The Imperialist troops were ruthlessly sacking the dwellings, and the wives and children of the rebels were hurrying for protection to the palace of the Wangs, or to whosoever they could find shelter from the general riot and the looting parties. Gordon, who was on horseback, assisted in protecting some of the rebel women folk, but in his attempt to squire them to a refuge he fell into the hands of the Imperialists. It is characteristic of him that in not one of his letters does he mention the imminent peril in which he had thus been placed. He was, of course, fully cognisant of the fact that something very serious must have happened—that the Imperial leaders were not carrying out his policy of a peaceful entry into the city. But he had not the smallest inkling of the truth until, in a creek hard by, the rebels, for whose security his word was pledged, lay dead upon the shore, their heads severed from their bodies. Fortunately for him and for his country, no news of the treachery had yet reached the ears of his jailors; for, had this been so, he would assuredly have been seized on the instant and tortured to death.

But, by dint of a miraculous display of tact and decision, he persuaded his jailors to let him go free, and in the crowded confusion of the city he unexpectedly met General Ching, whom he described afterwards as "His suspicious were then at once aroused and were soon confirmed by Ching's silence or prevaricating speech. Gordon forthwith insisted on being taken to the Wangs, and at the tragic spectacle of the dead bodies he burst into tears. But soon fury succeeded grief, and, leaping into a boat, for the first time in the campaign, the Captain of the Ever Victorious Army went armed: for he had secured a revolver, and was soon chasing the great Viceroys, Li Hung Chang, and out the intricate waterways of the Yangtze. But Ching had warned his chief, and Gordon, abandoning the chase, went back into his quarters at Quinsan to join his little band of troops."

When, later, the story of this treachery reached them, a rough adventurous crew of all nationalities though they were, their abhorrence, their indignation and their threats were such that their commander feared lest they should go over in mass to the rebels. But Gordon's words to them brought even these rugged humans to their senses; for he showed them that by joining the enemy, the sin would then be visited upon the innocent, the Chinese people, and not on the culprits who committed it.

Gordon's letters home, from which one might fairly be tempted to quote at length, are filled with expressions of sorrow and scorn at the tragic turn of events. "If faith had been kept, there would have been no more fighting, as every town would have given in," he says. Again: "We had accomplished the suppression of the Rebellion with very little loss of life." And in a moment of passing despair, he cries: "I fear all my work has been thrown away." Then, in a sentence following, there comes this touch of tender patience: "My only consolation is that everything is for the best."

To him the motive that could have actuated Li Hung Chang is "quite incomprehensible," and he adds, with a quiet sense of his own strength: "He must have known, from his previous acquaintance with me what a row would be produced, and what a personal risk he ran, for when it happened my troops were not two hours' march from him."

And the predicted row was not long in happening. Prince Wittgenstein was at once dispatched as the bearer of a hurried note from Gordon to General Brown, Commander of the troops at Shanghai,

and that officer, in response, at once paid a visit to Gordon and to Li Hung Chang. It would be an agreeable and a proud task, did space permit, to recount the details of these interviews, especially of the one between the British General and the Commander of the Imperialist Forces: for the peremptory and fearless manner in which General Brown speedily brought the Chinese official to book, and wrested from him a confession of full responsibility for the murder of the Wangs and the sacking of the city, and a complete exoneration of Gordon from all blame, while informing him of his set intention to dispatch a full account to Sir Frederick Bruce and to Lord de Grey of the cruelty, peridy and impolicy of a fruitless severity characterising the Imperialist Commander's conduct. All this, with other examples of immediate, downright and fearless action, constitutes a noble comment upon how our pro-consuls of those days went straight to their work in the defence of England's and their own honour, regardless of the effect upon the wirepullers and the polls at home.

## THE MAGISTRACY.

Mr. Melbourne heard a case in which a Chinese was charged with attempting to export 210 taels of opium. A fine of \$500 was imposed or three months in default.

For being in unlawful possession of street lamp fittings a Chinese was yesterday sent to prison for two months and ordered to be exposed in the stocks for four hours.

A further remand of the three women charged with being concerned in the Cheung Chau piracy was granted yesterday by Mr. Hazland, it being stated that the man in custody at Macao was still too ill to travel.

A Chinese who had been found in the garden adjoining Captain Aitken's residence in Austin Road, Kowloon, was convicted yesterday by Mr. Hazland of being a rogue and a vagabond, and was sentenced to six weeks' imprisonment.

A Chinese, who attempted to commit suicide by jumping from a ferry launch plying between Yaumati and Hongkong, and who was in hospital for a fortnight, appeared before Mr. Hazland yesterday. A countryman of his offered to take charge of him, and he was discharged.

Mr. R. A. Harding appeared at the Magistracy yesterday and applied to Mr. Hazland to have a case reheard in which a boy had been fined \$50 by his Worship, or in default two months, as well as ordered to be birched, for using indecent language to female passengers on the tram cars at Shauiwan during the boycott disturbances. He made the application on the ground of mistaken identity, and stated that he was prepared to prove that at the time of the alleged offence the defendant was at work in his master's stall in the market. His Worship refused the application, saying that he inflicted a heavy penalty because it was his duty to put a stop to those riotous proceedings.

An American bluejacket named Arthur Thompson was charged at the Magistracy yesterday with stealing a ten dollar bill from the pocket of F. L. Vernon. It appeared that the men were in an hotel drinking and the complainant tendered a ten dollar bill in payment for drink. He was asked by the bar boy if he had no small change, and he then put the bill back into his pocket. Later, the defendant, in front of witnesses, put his hand into the complainant's pocket and took out the bill. He left the building, and was subsequently arrested, a ten dollar bill being found in his shoe. His Worship did not think there was any felonious intent on the part of the defendant, and discharged him, but imposed a fine upon the complainant of \$5, for being drunk and incapable.

## CHINA'S FINANCIAL CONDITION.

## MR. AGLEN'S MEMORANDUM.

Mr. F. A. Aglen, the Inspector-General of the Imperial Maritime Customs, has submitted the following corrections to his recent memorandum which, it is understood, was compiled hurriedly and in response to a special request made by the Cabinet. Since the matter has been gone through very carefully.

In the memorandum the Japanese share of the Boxer Indemnity was reckoned at 185,000 yen instead of pounds sterling, which make a difference of £204,000 sterling annually, or £236,000 to the end of 1912. Against this the original report did not allow for the refund of the American portion of the Boxer Indemnity.

Secondly. Later returns show that there is every reason to expect, on a conservative basis, that the surplus from the native Customs will realize ten million taels instead of eight millions as previously stated.

Thirdly. The memorandum did not take into consideration the interest accruing upon the large sums lying in the banks.

Therefore, on the whole, Mr. Aglen's original memorandum was not sufficiently optimistic.

## INTIMATIONS

## DIXON'S DOUBLE DIAMOND PORT.



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## PRINCES' PLATE.

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## OUR

## STUDY

## OF

## THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

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Also CHINA ... 10,200 tons.		
PERIA ... 9,000 tons.	SPEED.	NEW YORK to Europe.

PASSENGERS HOLDING THROUGH TICKETS HAVE THE PRIVILEGE  
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**The Cost:** is not more by this route with its unrivalled opportunities  
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via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE  
First Class accommodations are provided for £43 to London (return ticket £74)  
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular  
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STEAMERS. Tons. Starting  
CHINA 10,200 ... .. TUESDAY, 10th Dec., at 1 P.M.  
MANCHURIA 27,000 ... .. TUESDAY, 17th Dec., at 1 P.M.  
NILE 11,000 ... .. TUESDAY, 31st Dec., at 1 P.M.  
MONGOLIA 27,000 ... .. TUESDAY, 7th Jan., at 1 P.M.  
KOREA 18,000 ... .. TUESDAY, 28th Jan., at 1 P.M.  
SIBERIA 18,000 ... .. TUESDAY, 4th Feb., at 1 P.M.  
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CO., LTD., AND CHINA NAVIGATION CO., LTD.**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 4th DECEMBER, 1912.	
8 a.m. "HONAM."	8 a.m. "FATSHAN."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

THURSDAY, 5th DECEMBER, 1912.

8 a.m. "KINSHAN."	8 a.m. "HONAM."
10 p.m. "HONAM."	5 p.m. "FATSHAN."

**HONGKONG-MACAO LINE.**

S.S. "SUI TAI," Tonn 1651. S.S. "SUI AN," Tonn 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
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MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

**EXCURSION TO MACAO.**

SUNDAY, 8th DECEMBER.

The Company's Steamship  
"HEUNGSHAN"  
Will depart from the WING LOK STREET, WHARF at 9 a.m. and return  
from Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,  
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

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S.S. "HOLSANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
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S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and  
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Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
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Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.  
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S.S. "AFRICA," 8,800 tons, will leave as above on 19th Dec., at 5 P.M.  
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £26 2nd, £19 3rd Class.  
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN  
TO SHANGHAI.

S.S. "AFRICA," 8,800 tons, will leave as above on 6th Dec., at D'light.  
S.S. "KOEBER," 9,900 tons, will leave as above on 5th January, at D'light.  
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £3 3rd Class.  
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.  
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.  
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S.S. "NIPPON," 13,950 tons, will leave as above on 3rd Dec.  
For TRIESTE, FUME and VENICE via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ETC.  
S.S. "PERSIA," 12,500 tons, will leave as above on 31st December.

TO YOKOHAMA, KOBE via SHANGHAI.  
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above on 30th Dec.  
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.  
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black  
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Princes' Building.

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DESTINATION	STEAMERS	Tons	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CANTON"	6,500	On 29th Dec.
COPENHAGEN and BALTIC PORTS	"CANTON"	6,500	On 15th Jan.

For Freight and Further Particulars, apply to  
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**JAVA-CHINA-JAPAN LIJN**  
REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPIRED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMANOEK	JAVA	—	JAPAN	First half of December.
TJILIWONG	JAPAN	First half of December.	JAVA	First half of December.
TJIBODAS	SHANGHAI	First half of December.	JAVA	First half of December.
TJIKINI	JAVA	First half of December.	SHANGHAI	First half of December.
TJILATJAP.	JAPAN	Second half of December.	JAVA	Second half of December.
TJIPANAS	JAVA	Second half of December.	JAPAN	Second half of December.
TJITAROEM	JAVA	First half of January.	JAPAN	First half of January.
TJIMAH	JAPAN	First half of January.	JAVA	First half of January.

The Steamers are all fitted throughout with Electric Light and have accommodation for  
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports  
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For Particulars of Freight and Passage, apply to the  
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York Buildings, 1st Floor.

Hongkong, 30th November, 1912.

Telephone No. 375.

**BRITISH INDIA S. N. CO., LTD.  
APCAR LINE.**REGULAR SERVICE BETWEEN  
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S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched  
to SHANGHAI, KOBE and MOJI (YOKOHAMA if sufficient inducement offers)  
on 5th Dec.

**WESTWARD.**

S.S. "JELUNGA," 5,205 tons, Capt. D. Masfadyen, will be despatched  
for SINGAPORE, PENANG and CALCUTTA on 4th Dec. at 1 P.M.  
S.S. "JAPAN," 6,013 tons, Captain C. P. Aedon, will be despatched  
for SINGAPORE, PENANG, RANGOON and CALCUTTA on 8th Dec.  
The above Steamers have excellent Saloon accommodation for Passengers and are fitted  
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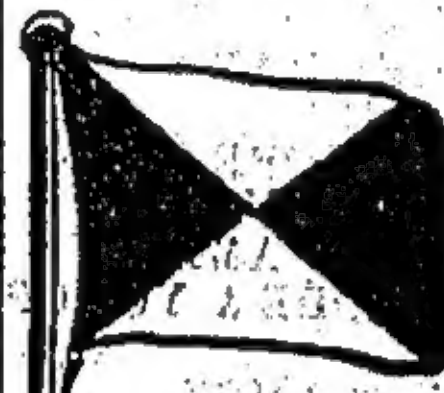
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**DAVID SASSOON & CO., LTD.**

Hongkong, 3rd December, 1912.

AGENTS.

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**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ... ..	4000	Cross ... ..	Manila, Mangarin, Iloilo and Cebu	On 7th Dec., 4 P.M.
RUBI ... ..	4000	J. Miller ... ..	Manila, Mangarin, Iloilo and Cebu	On 17th Dec., 4 P.M.

For Freight or Passage, apply to  
HONGKONG, 28th November, 1912.**SEWAN, TOMES & Co., General Managers,**  
PHILIPPINE S.S. Co.**NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.**

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINCESS ALICE," Capt. L. FRANCK	20,300	{Wedday, 11th Dec., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"KLEIST," Capt. L. MAASS	17,000	{About Thursday, 12th Dec.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BREMER	6,100	{Saturday, 28th Dec., at 9 A.M.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. BREMER	6,100	{About Tuesday, 10th Dec.

All the Steamers of the European Line are fitted with Wireless Telegraphic  
New System of Telefunken.

For Further Particulars apply to

**NORDDEUTSCHER LLOYD,****MELCHERS & Co.,**

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 2nd December, 1912.

**PASSENGER SEASON 1913.****NORDDEUTSCHER LLOYD. BREMEN.  
TO EUROPE BY THE  
MAGNIFICENT FAST LINERS.**

STEAMSHIP	DISPLACEMENT	ON
"GÖRGEN" Capt. G. LINDEMANN	17,300 tons	ON FEBRUARY 4TH.
"BREMEN" Capt. B. WILHELM	21,000	ON FEBRUARY 19TH.
"DERFFLINGER" Capt. F. FROESCH	17,250	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	16,000	ON MARCH 19TH.
"YOROK" Capt. H. BREMER	17,000	ON APRIL 1ST.
"PRINZESS ALICE" Capt. L. FRANCK	20,300	ON APRIL 16TH.
"LUETZOW" Capt. J. BORTWELDT	17,300	ON APRIL 29TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE  
FROM HERE TO SINGAPORE.  
CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR and SOUTHAMPTON  
TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.  
(System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

**MELCHERS & Co., GENERAL AGENTS.**

Hongkong, 21st September, 1912.

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**THOS. COOK & SON,  
TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.**Head Office for the Far East:— 16, DES VOUX ROAD, HONGKONG.  
SHANGHAI: 23, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and  
TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED  
FOREIGN MONIES exchanged.  
729] Chief Office.—LUDGATE CIRCUS, LONDON, E.C.







# PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SUMATRA, AND YOKOHAMA	Capt. W. E. Le Mare, R.N.R.	10 A.M. 4th Dec.	Freight and Passage.
SHANGHAI	HIMALAYA Capt. H. G. Evans, R.N.R.	D'light 6th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. W. E. Hickey	Noon 7th Dec.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PE, WANG, COLOMBO, PORT SAID and MARSEILLES	NILE Capt. H. Powell	About 11th Dec.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.  
For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 4th December, 1912

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG, WEIHAIWEI & CHEFOO	"SUNGKIANG"	On 4th Dec, 10 A.M.
MANILA, CEBU and ILOILO	"HANGCHOW"	On 4th Dec, Noon.
SHANGHAI	"TEAN"	On 4th Dec, 4 P.M.
SHANGHAI	"CHINHUA"	On 5th Dec, 4 P.M.
MANILA, CEBU and ILOILO	"ANHUI"	On 7th Dec, 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 10th Dec, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—

Hongkong, 4th December, 1912. TELEPHONE 34. AGENTS.

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE &amp; YOKOHAMA:

FOR HAVRE, BREMEN &amp; HAMBURG:

S.S. SAMBIA ... 8th Dec.	S.S. LIBERIA ... 16th Dec.
S.S. ARSENIA ... 17th Dec.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. ALTMARK ... 27th Dec.	S.S. SEGOVIA ... 19th Dec.
S.S. SILESIA ... 14th Jan.	FOR HAVRE & HAMBURG:
S.S. O. J. D. AHLERS ... 26th Jan.	S.S. ALESIA ... 24th Dec.
S.S. SUEVIA ... 10th Feb.	FOR BREMEN & HAMBURG:
	S.S. BRASILIA ... 5th Jan.
	FOR HAVRE & HAMBURG:
	S.S. SAMBIA ... 11th Jan.
	FOR BREMEN & HAMBURG:
	S.S. FUERST BUELOW ... 23rd Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 3rd December, 1912.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 6th Dec., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 10th Dec., at 11 A.M.
"HAITANG"	Capt. A. E. Hodgins	FRIDAY, 13th Dec., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WED'DAY, 4th Dec., at 11 A.M.
		SUNDAY, 8th Dec., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS

Hongkong, 4th December 1912.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	...	On 13th Dec, Noon.
ST. ALBANS	...	On 4th Jan, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU AND TENYO MARU.  
Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	SATURDAY, 21st Dec., Noon.
NIPPON MARU	A. G. Stevens	SATURDAY, 11th Jan., at Noon.
TENYO MARU	E. Bent	FRIDAY, 17th Jan., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 11th Feb., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 21st December, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLEO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.
HONGKONG MARU	11,000	WED'DAY, 4th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. and TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leaves
"CANADA MARU"	K. Hori	TUESDAY, 10th Dec., at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 26th Dec., at 2 P.M.
"PANAMA MARU"	J. Kano	SATURDAY, 4th Jan., at 2 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 23rd Jan., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	
"CHICAGO MARU"	I. Goto	

Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA  
Calling at SHANGHAI, MOJI, ...  
Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAIYO MARU"	Y. Yamamoto	WED'DAY, 4th Dec., at 10 A.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 8th Dec., at 10 A.M.
"DAIGI MARU"	Y. Somekawa	SUNDAY, 15th Dec., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	WED'DAY, 11th Dec., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	FRIDAY, 5th Dec.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

S. HIROL.

Second Floor, No. 1, Queen's Building.

## COMPAGNIE MARITIME INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

FORTNIGHTLY. TONKIN FAST LINE.  
in 53 hours.

S.S. "SI-KIANG." Capt. E. de Catalanc.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 4th Dec., 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. H. Fraser	16,000	WED'DAY, 4th Dec., at Noon.
	TANGO MARU Capt. K. Kuwara	13,500	WED'DAY, 18th Dec., at Daylight.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SHIDZUOKA MARU Capt. Irizawa	12,500	THURSDAY, 5th Dec., at Noon.
	TAMBA MARU Capt. S. Wada	12,500	TUESDAY, 17th Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	9,300	FRIDAY, 20th Dec., at Noon.
	YAWATA MARU Capt. T. Sekine	7,000	WED'DAY, 15th Jan., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	KIRIN MARU Capt. M. Deguchi	5,000	SATURDAY, 14th Dec.
BOMBAY via SINGAPORE and COLOMBO	TOTOMI MARU Capt. —	5,000	MONDAY, 9th Dec.
KOBE and YOKOHAMA	AKI MARU Capt. B. Koi	12,500	THURSDAY, 5th Dec., at 11 A.M.
SHANGHAI, MOJI and KOBE	KAMAKURA MARU Capt. T. Hori	12,500	WED'DAY, 4th Dec.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU Capt. T. Sekine	7,000	WED'DAY, 18th Dec., at Noon.
SHANGHAI, KOBE and YOKOHAMA	CEYLON MARU Capt. Tozawa	12,000	MONDAY, 9th Dec.

Fitted with New System of Wireless Telegraphy.

Cargo only

## REDUCED RATES OF PASSAGE.

HONGKONG to PACIFIC COAST points...	1st Class £25 2nd Class £17
" " LONDON via NEW YORK ...	1st Class £55 2nd Class £40
" " " via MONTREAL ...	1st Class £54 2nd Class £37
Round-the-World, 1st Class throughout, via NEW YORK ...	£102
" " " via MONTREAL ...	£100

N.B.—While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1241.

112-113-686

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS HOMEWARD PASSENGER SEASON 1913.

FOR MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave  HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	Steamer	Tons	SATURDAY	FRIDAY
INDIA .....	8000	January 18	MOOLTAN 10000	Feb. 15	Feb. 21
ASSAYE .....	7500	February 1	MALOJA .....12500	Mar. 1	Mar. 7
HIMALAYA.....	7000	February 15	MOREA .....11000	Mar. 15	Mar. 29
DEVANHA .....	8000	March 1	MARMORA ....10500	Mar. 29	April 12
DELTA .....	8000	March 15	MEDINA .....12500	April 12	April 18
INDIA .....	8000	March 29	Through Steamer	April 26	May 2
ASSAYE .....	7500	April 12	MONGOLIA.....10000	May 10	May 16
DEVANHA .....	8000	April 26	MACEDONIA 10500	May 24	May 30
CHINA .....	8000	May 10	MALWA .....11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at FORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

(INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Tons	Leave Hongkong	Due MARSEILLES	Due LONDON
NOYARA	7000	January 22	February 23	March 5
SUNDA	7000	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NOB	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE.

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

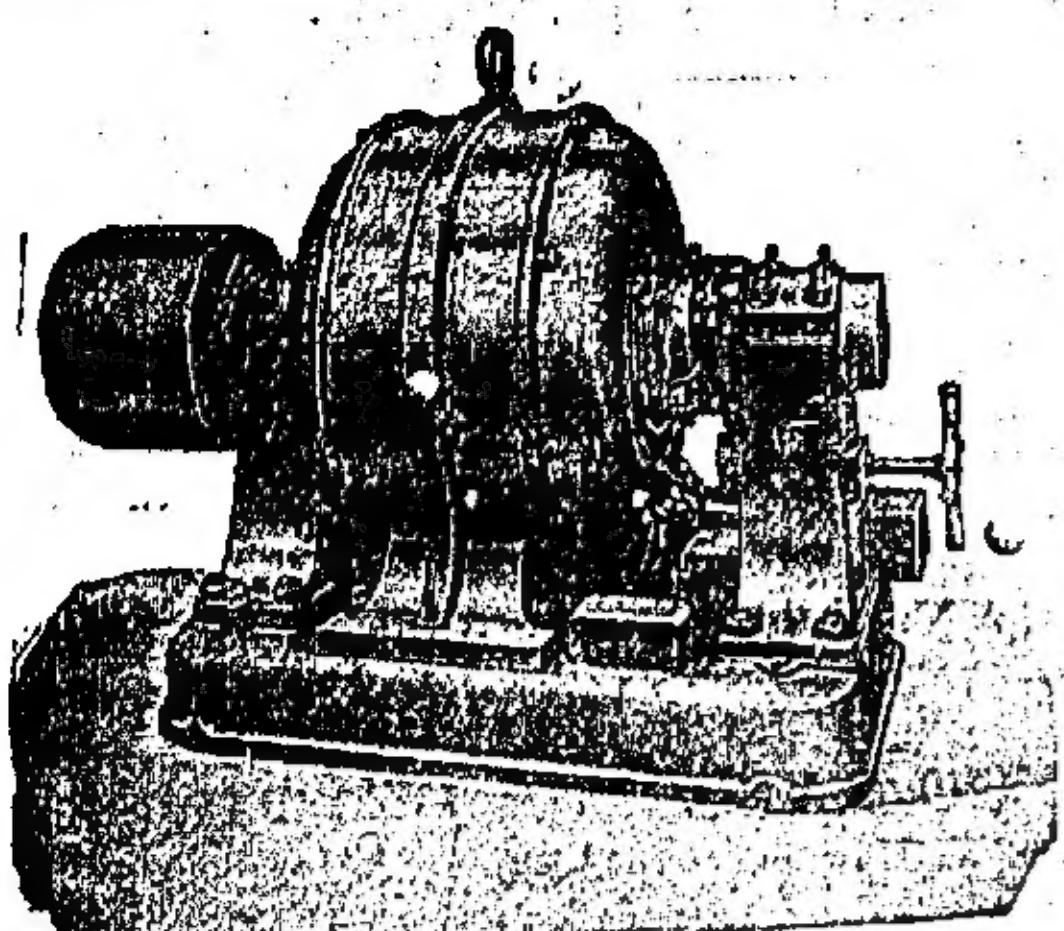
2nd " £38.10 " £57.4

For further Particulars, apply to—

H. W. D. SHALLARD,  
Acting Superintendent.



# HUGO C. A. FROMM.



**Titan**  
BERGERHOF  
RHLD.  
ELECTRIC MOTORS,  
DYNAMOS,  
VENTILATORS,  
AND ALL KINDS OF  
ELECTRICAL GOODS.

Hongkong, 2nd December, 1912.

## JOS. PANNES & CO.,

KREFELD.

MERCERISED COTTON-YARN,  
ARTIFICIAL SILK.

Hongkong, 2nd December, 1912.

## SILK RIBBONS AND COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!

## PET. WILH. KROMMES, ELBERFELD.

Hongkong, 2nd December, 1912.

### POST OFFICE NOTICE

The *Anhui* is expected to arrive here to-day, with the London Mails (via Siberia) of Saturday, Wednesday and Friday, the 9th, 13th and 15th ultimo.

The *Caledonia*, with the French Mail, is expected to arrive here to-morrow, at daylight.

The *Himalaya*, with the English Mail, left Singapore on Saturday, the 30th November, at 8.30 a.m., and may be expected to arrive here to-morrow, at about 8 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 30th October, and for despatch overland on the 6th November.

The *Ajao* is expected to arrive here on Friday, the 6th inst., with the London Mail (via Siberia) of Saturday, the 16th ultimo.

FOR	PER	DATE
Fort Bayard, Haiphong, Pakhoi and Saigon	St. Kiang	Wednesday, 4th, 8.00 A.M.
Shanghai, North China, and Japan via Moji	Sumatra	Wednesday, 4th, 9.00 A.M.
Haiphong, Pakhoi and Saigon	Singapore	Wednesday, 4th, 9.00 A.M.
Swatow, Amoy and Foochow	Kayo Maru	Wednesday, 4th, 9.00 A.M.
Swatow	Hanmen	Wednesday, 4th, 10.00 A.M.
Tsingtau, Weihaiwei and Chefoo	Hangchow	Wednesday, 4th, 11.00 A.M.
Siam	Suez	Wednesday, 4th, 11.00 A.M.
Straits	Bayern	Wednesday, 4th, 11.00 A.M.
Shanghai, North China and Japan via Moji	Colombo Maru	Wednesday, 4th, 11.00 A.M.
Straits, and India via Calcutta	Jelanga	Wednesday, 4th, 11.00 A.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Port Darwin	Taiwan	Wednesday, 4th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 4th, 1.15 P.M.
Shanghai and North China	Zhangsang	Wednesday, 4th, 2.00 P.M.
Philippine Islands	Tan	Wednesday, 4th, 3.00 P.M.
Straits and Ceylon	Hiro Maru	Wednesday, 4th, 4.00 P.M.
Shanghai and North China	Meiyue	Wednesday, 4th, 5.00 P.M.
Haiphong	Wongkai	Wednesday, 4th, 5.00 P.M.
Shanghai, North China, Japan via Moji	Shidawaka Maru	Thursday, 5th, 11.00 A.M.
Victoria, B.C., and Seattle	Sui Tai	Thursday, 5th, 1.15 P.M.
Macao	Chinhu	Thursday, 5th, 3.00 P.M.
Shanghai and North China	Caledonia	Thursday, 5th, 4.00 P.M.
SHANGHAI, NORTH CHINA AND JAPAN VIA KOBE (EUROPE VIA SIBERIA)		
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)		
Shanghai and North China	Amalaya	Thursday, 5th, 5.00 P.M.
Swatow, Amoy and Foochow	Africa	Thursday, 5th, 8.00 P.M.
Japan via Kobe	Hatching	Friday, 6th, 10.00 A.M.
Macao	Dymanoek	Friday, 6th, Noon
Shanghai and North China	Sui Tai	Friday, 6th, 1.15 P.M.
Swatow, Amoy and Foochow	Cheongshing	Saturday, 7th, 11.00 A.M.
Tsingtau, Chefoo and Chikwanan	Ischia	Saturday, 7th, 11.00 A.M.
Straits, and India via Bombay		
WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE VIA BRINDISI (Late Letters, 11.00 to Noon. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed on Friday, the 6th December, at 5 p.m.		
Philippine Islands	Yuenang	Saturday, 7th, 1.00 P.M.
Macao	Sui Tai	Saturday, 7th, 1.15 P.M.
Shanghai and North China	Zafiro	Saturday, 7th, 3.00 P.M.
Japan via Yokohama	Anhui	Sunday, 8th, 9.00 A.M.
Swatow	Okara	Sunday, 8th, 9.00 A.M.
Shanghai, North China, Japan via Kobe	Hatsuma	Monday, 9th, 3.00 P.M.
Swatow, Amoy and Foochow	Rutsum	Tuesday, 10th, 10.00 A.M.
Haiphong	Haitan	Tuesday, 10th, 10.00 A.M.

SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, HONOLULU, CANADA, UNITED STATES AND SOUTH AMERICA VIA SAN FRANCISCO (EUROPE VIA SIBERIA)

Batavia, Samarang and Sourabaya

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE VIA NAPLES

Swatow, Amoy and Foochow

SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, UNITED STATES, SOUTH AMERICA AND CANADA VIA VANCOUVER (EUROPE VIA SIBERIA)

### COMMERCIAL

#### CLOSING QUOTATION

ON	December 3rd
Telegraphic Transfer	2-1/2
Bank Bills, on demand	2-1/2
Bank Bills, at 30 days' sight	2-1/2
Bank Bills, at 4 months' sight	2-1/2
Credit, at 4 months' sight	2-1/2
Documentary Bills at 4 months' sight	2-1/2
ON PANDA	
Bank Bills, on demand	263
Credit, at 4 months' sight	268
ON GUYANA	
On demand	213
ON NEW YORK	
Bank Bills, on demand	504
Credit, at 60 days' sight	514
ON BOMBAY	
Telegraphic Transfer	155
Bank, on demand	153
ON CALCUTTA	
Telegraphic Transfer	155
Bank, on demand	153
ON SHANGHAI	
Bank, at sight	714
Private, 30 days' sight	724
ON YOKOHAMA	
On demand	1014
ON MANILA	
On demand	102
ON CINGAPORE	
On demand	894
ON ATATIA	
On demand	1254
ON AIKHOE	
On demand	2 1/2 p.m.
ON SAIGON	
On demand	144
ON BANGKOK	
On demand	134
SOVEREIGNS, Bank's Buying Rate	\$9.35
GOLD LEAF, 100 fine, per test	\$50.30
BAR SILVER, per oz.	29 1/2

Chinese	20 cents piece	per cent
Chinese	10	\$6.98
Hongkong	20	\$5.00
Hongkong	10	\$7.25

#### MAILS VIA SIBERIA

London	Shanghai
November 15th	November 30th
November 16th	December 2nd

### SHARE LIST—QUOTATIONS.

HONGKONG, 3RD DECEMBER, 1912.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTATIONS
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$810, sales
China Bank, Limited	60,000	\$12	all	\$24, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$2.10, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$94
COAL MINES—				
Yew Koon Spin. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 118, buyers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$7.60, sal. & sol.
Dairy Farm Company, Limited	40,000	\$74	all	\$204, buyers
DOCK AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$774, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$554
New Amoy Dock Co., Limited	10,000	\$64	all	\$64
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 104	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 103
Green Island Cement Co., Limited	400,000	\$10	all	\$4, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$244, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$114, buyers
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$244
Hongkong Ice Company, Limited	5,000	\$25	all	\$200
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$114
H'kong South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7, buyers
INSURANCE—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$247, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$145, buyers
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$371, sal. & buy.
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 132, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$815
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1874 @ Ex 75
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$105, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$340, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$35, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 91
West Point Building Co., Limited	12,500	\$50	all	\$57, buyers
Maatschappij tot Mijn. Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 75, sales
MIXING—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35/-
Concrete Works, Limited	50,000	\$1	all	75/-
Hawood Tin and Rubber Estate, Ltd.	715,280	2/-	all	4/-
Road Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$44, sellers
Peak Tramways Co., Limited	50,000	\$10	all	\$114, buyers
Philippine Co., Limited	75,000	\$10	all	\$5
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$109
Latson Sugar Refining Co., Limited	7,000	\$100	all	\$334
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$84
Douglas Steamship Co., Limited	20,000	\$50	all	\$240, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$95, London
Indo-China Steam Navigation Co., Ltd.	60,000 paid	\$3	all	sal. \$28 10/-
Shell Transport & Trading Co., Limited	60,000 det.	\$1	all	112/-
Star Ferry Company, Limited	33,000	\$25	all	\$33
South China Morning Post, Limited	6,000	\$5	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$4
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$84, buyers
Watkins, Limited	10,000	\$10	all	\$34, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5.80, buyers
Weissmann, Limited	3,000	\$10	all	\$17, buyers
Wendell & Co., Ltd.	50,000	\$10	all	\$10
Societe des Papiers et Papeteries du Tonkin	13,200	\$50	all	\$32, sellers
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 only	\$10	all	\$94, sellers
Union Waterheat Co., Limited	100 shares	\$10	all	\$300
Hongkong Tramway Co., Ltd.	50,000	\$10	all	\$14, sellers
	325,000	5/-	all	5/-, x. div.

Para Rubber in London	Daily Wire	4 1/2 per lb. 100s.
Locas	Amount	Value
Chinese Imperial 1886	Tls. 767.20	Tls. 250. 7 1/2 p. annum Per

VERNON & SYMTH, Share Brokers

#### TO-NIGHT

9 P.M.—Madame Eva Gauthier's Concert at the City Hall.

9.15 P.M.—Bijou Scenic Theatre.

#### FORTHCOMING EVENTS.

Monday, 9th Dec.—3 P.M.—Auction of Crown Land at Macdonnell Road, by Public Works Dept.

Monday, 9th Dec.—3 P.M.—Auction of Quarry Stone Lots of Crown Land in the New Territories, by Public Works Dept.

Friday, 14th Dec.—A Grand Variety Entertainment—"The Bostwain's Mate" at Theatre Royal.

Saturday, 14th Dec.—A Grand Variety Entertainment—"The Bostwain's Mate" at Theatre Royal.

9.15 P.M.—A Grand Variety Entertainment—"The Bostwain's Mate" at Theatre Royal.

Tuesday, 17th Dec.—Oscar Wilde's "An Ideal Husband" at the Theatre Royal.

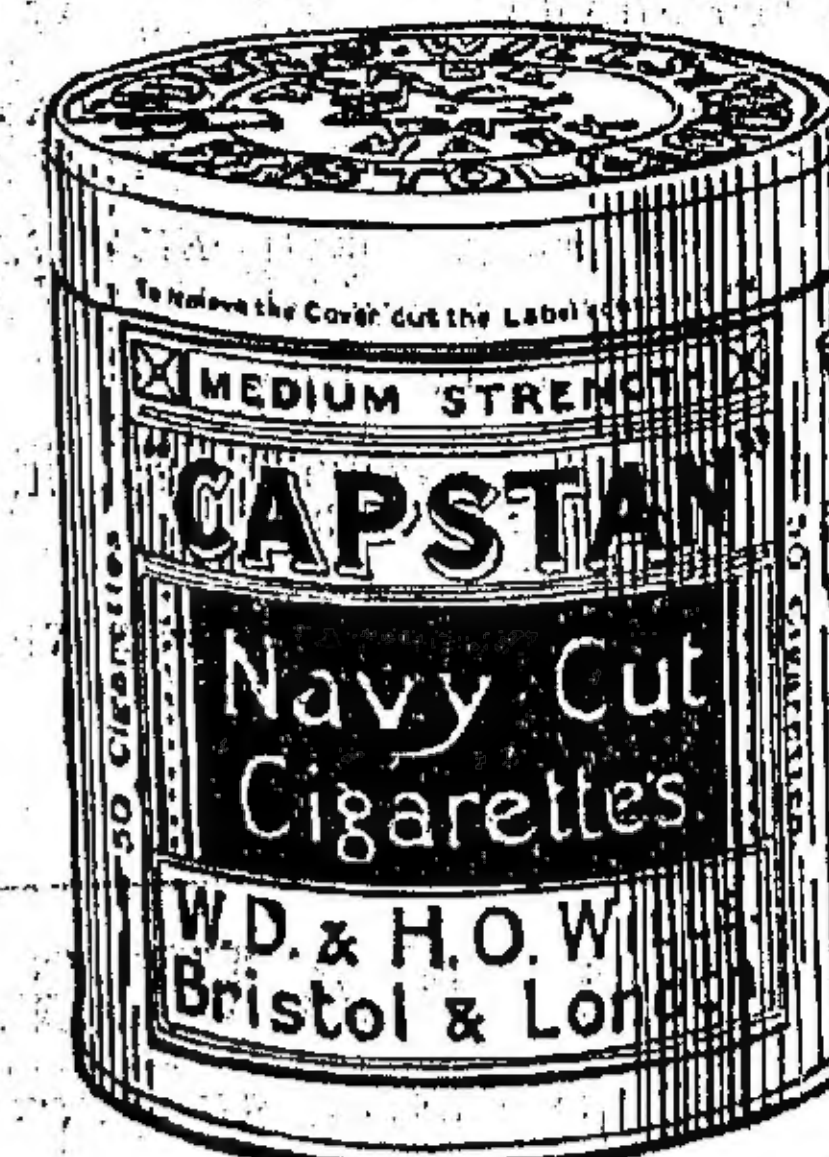
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